

TRACTOR GREAT FEATURE OF SHOW

Fine Display of "Cietrac," Distributed by Philadelphia Tractor and Implement Co.

TO HAVE NEW HOME SOON

Although the truck predominates at the show this week at the Commercial Museum Building, there are other features of the exhibition which are just as interesting and just as important. The tractor is of peculiar interest to the farmer because its advent means a gigantic forward step in continuing the progress begun when scientific farming dawned on the rural horizon.

One of the best exhibits of tractors is shown by the Philadelphia Tractor and Implement Co., 318 North Broad street. This firm distributes the Cleveland tractor, known throughout the automobile world as the "Cietrac," and the "Midwest Utilitor." Not only does this Philadelphia firm distribute tractors in this territory, but it carefully looks after the maintenance of every machine sold. Distributing and up-keeping the tractor is the sole business of this company, of which Lee W. Tremblar is president and treasurer, and Charles C. Heeb, vice president and secretary.

At present the offices of the company are sufficient for their display, but rooms and clerical work, but realizing that more space should be allotted for repairs and up-keep work, they are constructing a new building at 1711-13 Vine street.

The Cietrac is propelled the same as the famous battle tanks that made history on the fields of France, namely, by means of a wide track which revolves around the wheels and thus propels itself. Its great ability is that it will go anywhere and take a big load with it, being adaptable to almost any kind of field work, such as plowing, discing, hauling logs, harrowing, in fact, everything a horse does, and a hundred other things. But they are useful not only to the farmer, because many industrial establishments employ them around their plants as tractors, but can be readily operated by a woman. The Midwest Utilitor will plow, harrow, cultivate, mow the lawn, pull small loads or do any work that one horse or mule can do, and, in addition, will saw wood, pump water, grind feed, turn a grindstone, run a separator or churning or do the work of any four-horse power stationary engine. It has two heavy cleated drive wheels and two light rear guide wheels, the operation being controlled by a hand bar by the operator walking behind it.

Tractors on Exhibit

The Federal is made in a one ton, one and a half, two, three and a half and five ton chassis, in addition to four-wheeled tractors of two capacities, one for heavy duty, with semi or two-wheeled trailers and four-wheeled trailers, and one for light duty. It is of the worm drive type.

Nation Dry, but Boston Cops Are Illuminated

The illuminated traffic cop has appeared. Owing to great congestion of traffic at certain street intersections in Boston, it has been found necessary to protect traffic officers with some sort of conspicuous marking, and electric lights placed on the peak of the campaign hat and also on the shoulders were decided upon. The light on the hat is red, those on the shoulders are white. To make the officers still further discernible they wear broad white straps across the breast and long white gloves. The "juice" for the lights is in two batteries carried in the pockets of the overcoat.

Auto Fans Flock to Motor Show

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largely on materials for which the demand is increasing tremendously. Registrations show an increase of nearly 1,000,000 in one year, the registration in 1918 being 6,146,617 cars, of which 293,891 were trucks. The biggest percentage the last two years has been in agricultural districts.

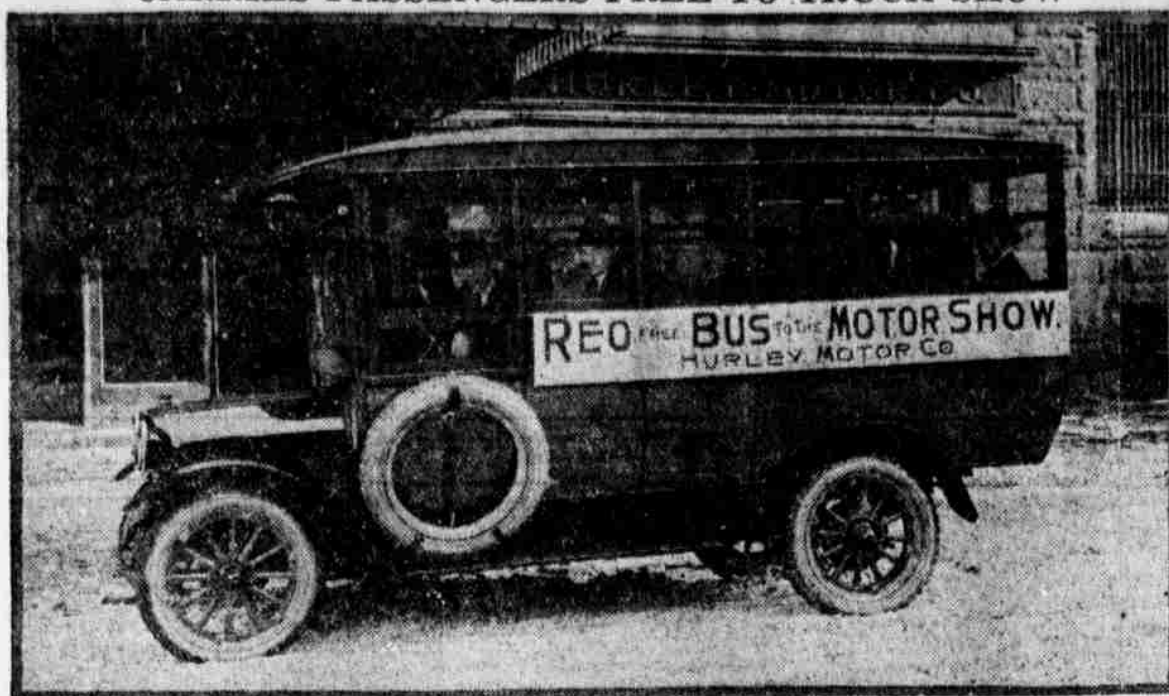
A better idea can be obtained of the progress of this newest big industry by visiting the show. In addition to the trucks themselves there are many varieties of attachments for hoisting, dumping, for special farm uses, etc., that do not appear in any statistical record. These, perhaps, mark the greatest changes in the trucks this year, although many of the manufacturers have added larger or smaller trucks than heretofore, to adapt them to the many uses for which they are intended. In other words, it is a show for the big and small business man, for the transportation man of any size, for the gardener, for the farmer, for the plant superintendent, or the transportation superintendent; in fact, for anybody interested in the quickest, most efficient and economical way of doing man work and horse work or to get something from here to there.

Origin of Movement

Just a little over a year ago the ship-by-truck bureau was born of an idea gained by H. S. Firestone, of Akron, O., from observations made relative to truck activities during the war. His general acceptance throughout the country has proved the soundness of the idea, and according to many, placed the industry under a deep debt of gratitude to its sponsor and founder. The operations of the bureau are said to have cost Mr. Firestone an excessive sum of money, but, it is said, he is inclined to regard it as his contribution to the reconstruction of the country after the war.

It is interesting to note that the National Association of Motor Truck Sales Managers, comprising many of the largest and most progressive manufacturers in the country, have requested Mr. Firestone to "endorse" their association with the slogan "ship-by-truck" and to permit them to co-operate with him in furthering the movement. An economic research department is one of the greatest needs of the motor

CARRIES PASSENGERS FREE TO TRUCK SHOW



This Reo Speed-Wagon 16-passenger bus is making trips every hour between the Hurley Motor Co., headquarters at Broad and Race streets, carrying passengers free to and from the motortruck show, in the Commercial Museum Building, Thirty-fourth and Spruce streets, all this week

Shipping by Truck Growing Popular

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put the roads in splendid permanent condition than any other one thing. When the automobile first invaded the country districts the farmer was wont to object to taxation for the purpose of building better roads for the "joyriders of the cities." But now when he finds that produce and merchandise, which formerly could be obtained only by railroad after irritating and expensive delays, can be delivered more safely and with greater convenience, to say nothing of a decreased transportation tariff, by the use of the motortruck, he is becoming one of the most earnest supporters of the ship-by-truck movement.

It is a recognized fact among farmers and among motortruck manufacturers that trucks do not so much follow in the wake of good roads and improved highways, as that these improvements are likely to follow in the footsteps, so to speak, of the motortruck. This has been especially true in the western and southern districts, where the money expended on highways has not been in proportion to that expended by their eastern and middle western brothers.

Increasing Popularity

The growing popularity of the motortruck as a transportation medium is due to the fact that few valid objections can be raised to its use. The logical objections to motortruck activities have been welcomed. The railroads, it is predicted, will themselves become the largest purchasers of trucks within the near future, for use as feeders to their respective lines.

An official of one of the largest rail-

roads in the country, who resides in Philadelphia, has told representatives of the Ship-by-Truck Bureau that his road would welcome a relief from "the curse of the short haul." Other roads are known to be conducting surveys looking toward the use of the truck, both at terminals and as supplements to the expensive short lines against the day when the government will surrender to them the property which was conscripted during the war.

Authorities on motortruck transportation have no intention at present of invading the true province of the railroad, the long haul or their trunk-line operations, and are content to labor along the lines of least resistance and greatest profit which they find in the short haul, intercity hauling and rapid delivery within the large cities, and in

MANY REAR-DRIVEN TRUCKS SATISFACTORY

Nash Quads in Wide Use in All Parts of World—Light Models Popular

A one-ton rear-driven truck, a two-ton rear-driven truck and the Nash Quad, which drives, breaks and steers on all heavy duty calling, compose the Nash Truck line.

Probably the latter model, in world-wide use for years, has given the Nash the greatest reputation.

The lighter models with rear-driven transmission are also well known. The motor in the rear-driven trucks is strongly built, with extra heavy crank shafts and bearings, and unusually light but strong connecting rods, their predominant features, however, being the automatically locking differential.

They are both of the internal gear type rear axle, which their engineers believe to be the most satisfactory; also the Hotchkiss drive is employed, applying the power to the rear springs. The Nash Quad is built for extra-heavy hauling duty where traction is needed on all four wheels and giving it virtually double efficiency.

A Popular Trailer

Included among the trailers exhibited is the Miami, designed to fit for hauling requirements of a large variety of businesses. They are made in two and four wheeled types from 1000 to 8000 pounds capacity and with a wide selection of bodies for various uses. They can even be attached behind a passenger car used as a tractor, thus offering double tonnage.

Low Operating Cost

Made in two chassis sizes, a one-ton and one-and-a-half-ton, each with the one-half-ton, overland capacity, the Commerce Truck embodies recognized high-class mechanical features, so coordinated as to produce maximum power at low operating cost. The relation of the component units is so balanced that strains are distributed throughout the working parts.

MARIANA & BRO. Motor Truck Hauling

PHONE WALNUT 1901
For Main Line Service
Phone Narberth 1657 J
1139 VINE STREET

MAGNETOS

OUR SPECIALTY
Bosch and Eisemann
All Makes Repaired,
Sold and Exchanged
Phila. Magneto Repair Co.
1429 SPRING GARDEN ST.

DESIGN NEW CHASSIS

Paige Has Several Models That Interest at the Truck Show

The Paige is shown in two and one-half and three and one-half ton models, although they are also bringing out a new one and one-half ton chassis. Although the Paige was first known as a passenger car factory, their truck experience dates back five years and they are today one of the large producers. Their wide experience has enabled them to adopt unusual factors of safety throughout the construction.

SHOW FIVE STYLES

Acason Trucks Have Prominent Place at Museum Building

Acason trucks, distributed here by Acason Sales Co., Inc., with sales and service quarters at Nineteenth and Buttonwood streets, have a prominent place in the motortruck show this week. They are exhibiting in space seven, 3½ and 5 tons, and have stood up to the most severe tests of heavy duty, has proved the skill, good judgment and foresight of its makers.



BROCKWAY Motor Trucks

A MODEL for every need of modern business.

Each especially designed, with the exclusive Brockway features, to give the highest quality and most dependable service at the most reasonable initial cost and lowest upkeep. Brockway Trucks are always on the job, paying large dividends in continual operation and low transportation costs per ton per mile. You are cordially invited to our space at the show and to our Service rooms.

Space 26—Philadelphia Truck Show

Brockway Motor Truck Co. of Philadelphia
2324-26-28 MARKET STREET
LARGE AND COMPLETE SERVICE STATION

Dorris

"Built Up to a Standard, Not Down to a Price"

A five-bearing crank-shaft, (extra large main bearings), is but one of many outstanding features of construction that enter into both the 2 and 3½-ton sturdily built Dorris trucks.

Passenger Cars and Trucks

J. HARRY SCHUMACKER & CO.
4819-27 Frankford Avenue
Exceptionally Good Territory Open

3 1/4 ton

The New 3/4 Ton Bethlehem and bigger profits for Bethlehem dealers

Before making your 1920 investment, get Bethlehem facts about your motor truck market. Get the Bethlehem Policy behind Bethlehem Success.

Analyze the new market opened up by the new 3/4 Ton Bethlehem Dependable Delivery and the business building forces behind the Bethlehem Franchise.

One business man in your own territory is going to dominate the motor truck selling field through 1920. A man is going to visualize the Big Business behind Bethlehem Representation. A man is going to act now—Are You the Man?

3/4 Ton Chassis 2 1/2 Ton Chassis
1 1/2 Ton Chassis 3 1/2 Ton Chassis

MANYPENNY MOTORS COMPANY

GENERAL OFFICES 1614 CHERRY STREET
Spruce 6470 Race 1687

\$1495

At the Bethlehem Exhibit in the Commercial Museum Building Booth No. 50 Truck Show



ONEIDA

(pronounced O-n-y-da)

MOTOR TRUCKS

"Uncommon Carriers"

1 1/4 to 5 Tons



The Truck That Wouldn't Quit!

With express companies unable to accept carload shipments, freight cars not to be had, and the full line of Oneida Motor Trucks due to make their first appearance at the New York Truck Show—

On the afternoon of December 18th, the big 5-ton Oneida loaded the 1 1/4-ton model on its back, a 3 1/2-ton carried the Oneida Electric 2-ton, and the 1 1/4-ton bringing up the rear as a supply truck, started overland to the exhibit. Each of the larger trucks, besides carrying a complete truck on its chassis, had a full set of new tires, rims and wheels.

Struggling surely on through the ferocity of a wintry blizzard known only to the lake states, the little fleet of Oneidas became separated at Racine, Wis., but met again several hours later at Kenosha. Other trucks all along the road abandoned the trip, but the big Oneida trail-breaker plowed through snow banks, and down car tracks, heedless of the severity of the storm.

See the Complete Oneida Line—Both Gasoline and Electric—at the Truck Show, Space 45-B

ONEIDA PHILADELPHIA MOTOR CO., Inc., 2011 Market Street

J. A. Dawson, Pres.

David Kramer, Sec'y-Treas.

Pennsylvania Distributors

Oneida Motor Truck Company, Green Bay, Wis.

